

CALIFORNIA CARMICHAEL,
FOUNDRY AND SOAP CO.
A special original and only
available preparations
more effective than all
other disinfectants.
MARSHAL AWARDED
ST. GEORGE MEDAL & Diploma
for superior excellence after
comparative tests.

C. CALVERT & CO.,
Manchester,
Manufacturers of Soaps and
Cosmetic Preparations

VOL. XLVIII. No. 9160.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ARGO, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.O. BATES HENRY & CO., 52, Walbrook, E.C. SAMUEL DEACON & CO., 15 & 16, London Wall Street, W.M. WILLE, 161, Cannon Street, E.O. ROBERT WATSON, 109, Fleet Street.

ARIS & RUBROF.—ANDREW FRANCIS, 38, Rue Lafitte, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EXCHANGE OFFICE, 53, West 22d Street.

AN FRANCISCO, AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

JEYLON.—W. M. SMITH & CO., THE ANTHROPOLOGICAL CO., Colorado.

SINGAPORE, STRAITS, &c.—SAFIE & CO., Square, Singapore. C. HEINRICH & CO., Manila.

CHINA.—MACCO, A. A. DA CRUZ, Amy, N. MOALE & CO., LIMITED, Flockton, Hales & CO., Shanghai, LANE, CRAWDOW & CO., and KELLY & WALSH, Yokohama, LANE, CRAWDOW & CO., and KELLY & CO.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-IN CAPITAL.....\$10,000,000.
RESERVE FUND.....\$6,300,000.
RESERVE LIABILITIES OF.....\$10,000,000.
PROFITS.....

COURT OF DIRECTORS:—
T. E. DAVIES, Esq., Chairman.
H. HOPFUS, Esq., Deputy Chairman.
James J. Bell Irving, Esq.,
C. J. Holliday, Esq.,
Carl Janzen, Esq.,
Julius Kramer, Esq.,
CHIEF MANAGER:
Hongkong.—F. DE BOVIS, Esq.,
MANAGER:
Shanghai.—J. P. WAKE GARDNER, Esq.,
LONDON BANKS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG.—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance up to \$200,000.

On Fixed Deposits.—

For 8 months 3% per cent. per annum.

12 " 4 " up to \$200,000.

12 " 4 " in excess of \$200,000.

HONGKONG.—INTEREST CHARGED.

6% on LOANS against Shares with full margin.

6% on Advances against Goods in neutral godowns.

7% on Current Account Overdrafts.

7% on Advances against Goods in private godowns.

F. DE BOVIS,
Chief Manager.

Hongkong, May 13, 1892. 1515

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on p-

lication.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4% PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation,

F. DE BOVIS,

Chief Manager.

Hongkong, August 1, 1891. 1515

THE NATIONAL BANK OF CHINA,

LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$600,000.

HEAD OFFICE—HONGKONG.

Court of Directors:

D. GILLIES, Esq., CHOW TUNG SHANG,

CHAN KIN SHAN, Esq.,

G. J. HIRST, Esq., W. WOTTON, Esq.,

KWAN HOI CHUEN, Esq.,

Chief Manager:

Geo. W. F. PLATTAN,

Advisory Committee in London:

THOMAS CARMICHAEL, Esq., Messrs Dent,

Palmer & Co.

JOHN BUTTERY, Esq., Messrs John Buttery

& Co.

C. B. STUART WORLEY, Esq., M.P. for

Hallam.

Geo. MUNNO, Manager.

Bankers:

THE ALLIANZ BANK, LIMITED.

THE COMMERCIAL BANK OF SCOTLAND,

Yokohama—D. ERASER, Manager.

Shanghai—C. J. GALLOWAY, Manager.

Anny J. ANDERSON, Manager.

Current Accounts opened. Money re-

ceived on Deposit. Drafts issued. Bills

purchased and collected. Advances made

on securities or goods in neutral godowns.

Local Bank Agency business undertaken.

Interest for 6 months fixed 5%.

do. 6 " do. 4 %.

do. 3 " do. 3 %.

Current Accounts 2%.

For rates of Interest for other periods apply to the Manager.

Hongkong, May 18, 1892. 22

PRIVATE BOARD & RESIDENCE.

Mrs. FALCONER has VACANCIES
for Gentleman Resident Boarders,
at Kowloon, Victoria View.

Hongkong, July 13, 1891.

The China Mail

Established February, 1845.

號一月六日二十九百八十一英

HONGKONG, SATURDAY, JUNE 11, 1892.

日七月五午辰王

PRICE, \$2 PER MONTH.

VOL. XLVIII. No. 9160.

Intimations.

THE JELEBU MINING AND TRADING COMPANY, LIMITED.

NOTICE is hereby given that the COUPONS of this Company will be paid at the Office of the CHAMBERLAIN BANK of LIMA, AUSTRALIA AND CHINA, Hongkong, on and after TO-DAY.

Hongkong, June 10, 1892. 1029

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that a General MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 26th day of JUNE current, at NOON, for the purpose of appointing Auditors.

By Order of the Court of Directors,

F. DE BOVIS,
Chief Manager.

Hongkong, June 10, 1892. 1028

N O T I C E

TO ALL WHOM IT MAY CONCERN Notice is hereby given that SUITS are pending in Hongkong in the Supreme Court of Hongkong and in Shanghai in the British Majesty's Supreme Court for China and Japan, in which the PLAINTIFFS are:

NG CHI KU, Ng Pak Wan

伍伯質, Ng Chung Lun 伍香輪.

Ng Chi Yau, Ng Pak Yau 伍仲文, and the DEFENDANT'S in the Hongkong Suit are:—NG WOON SOON 伍恒藻, NG CHAI FONG 吳秋翁, CHEAT LUN AND CHINA LAND AND FINANCE COMPANY, LIMITED and the DEFENDANTS in the Shanghai Suit are: HIRAM SHAW WILKINSON, the said CHINA LAND AND FINANCE COMPANY, LIMITED and GEORGE BROWN.

The said Suits are brought to establish the CLAIMS of the Plaintiffs to Five-sixths of the Money and Investments lately in the hands of Messrs. ROUSSE & CO. and of JOHN MURRAY FORBES and known as the HOWQUAY TRUST. The said Plaintiffs and premises obtained by the said Plaintiffs as to giving a portion of the said suit to the Plaintiff in the possession of the late firm of KESSEL & CO. are registered in Hongkong as Lot Nos. 23, 718, 720, and 721, and Marine Lot Nos. 202 and 203, and in Shanghai as Lots Nos. 14, 14A, 14B, and 95 on the Register at the British Consulate and Lot Nos. 44, (formerly known as Lots Nos. 22a and 22b), 271 and 37 on the Register at the United States Consulate; and the Plaintiffs have obtained an injunction in the said Supreme Court in Shanghai restraining the Defendants in the Shanghai suit from dealing with or transferring the said Shanghai properties, and to give to the Plaintiff in the possession of the said HOWQUAY TRUST, and against lending any money upon the security of any portion of the said premises without the consent of the Plaintiff until the above mentioned suits have been finally heard and determined.

DENNYS & MOSSOP,
Solicitors for the above named,

No. 116, Queen's Road Central, No. 43, and KELLY & WALSH, LIMITED,

1030

THE MOUNT AUSTIN HOTEL,

Telephone address:—
"EXTRA" in Hongkong.

A. B. C. CO.,

Approved,

L. ROHÉR,
Commissioner of Customs.

Canton, 3rd June, 1892. 1001

THE STRAITS INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

THE Transfer BOOKS of the above Company will be CLOSED in Singapore, from the 30th June to 15th July, both days inclusive.

By Order of the Board of Directors,

ALEX. R. OATTO,
Acting Agent.

Hongkong, June 10, 1892. 1028

N O T I C E

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FOURTH CALL of ONE POUND

(£0.00 per Share, making £0.00 in all,) is PAYABLE on or before 30th JUNE next, at the Current Rate of Exchange as may be notified.

Hongkong, June 8, 1892. 1016

THE CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 43.

JUNK SUNK OFF LANKEST ISLAND.

PENDING the REMOVAL of the JUNK SUNK OFF LANKEST ISLAND, referred to in Notice to Mariners No. 42, arrangements have been made to affix lights at night from this date until further notice—Two Red Lights in a vertical line from the mainmast of a Junk moored close to the wreck. This Junk will fly a Red Flag during the daytime.

Masters of Vessels are advised to pass to the westward of the danger and not to place too much reliance on the presence of the Light Vessel or the continuous exhibition of the Lights during bad weather.

J. H. MAY,
Harbour Master.

Approved,

L. ROHÉR,
Commissioner of Customs.

Canton, 3rd June, 1892. 1001

THE CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 43.

JUNK SUNK OFF LANKEST ISLAND.

PENDING the REMOVAL of the JUNK SUNK OFF LANKEST ISLAND, referred to in Notice to Mariners No. 42, arrangements have been made to affix lights at night from this date until further notice—Two Red Lights in a vertical line from the mainmast of a Junk moored close to the wreck. This Junk will fly a Red Flag during the daytime.

Masters of Vessels are advised to pass to the westward of the danger and not to place too much reliance on the presence of the Light Vessel or the continuous exhibition of the Lights during bad weather.

THE CHINA MAIL.

No. 9160 - JUNE 11, 1892.

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THIS Company's S.S. *Chedra*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from at 10 a.m. on the 27th June.

Cargo impeding the discharge or remaining on board after the 27th Inst., at Noon, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHEWS & CO., General Managers.

Hongkong, June 6, 1892. 1002

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK via
OVERLAND RAILWAYS, and SHIP
at YOKOHAMA and SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG,
City of Peking, — SATURDAY, June 25.
City of Rio de Janeiro, TUESDAY, July 1.

THE H. H. & M. M. STEAMSHIP CITY OF PEKING will be despatched from SAN FRANCISCO, and YOKOHAMA, on SATURDAY, the 25th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Townshend, Seattle, Tacoma, Portland, O. \$325.00
To Paris and Berlin \$34.00
To Havre and Hamburg \$35.00

Through Passage to be granted to England, France, and Germany by trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 day Tickets.	Continuous Tickets.
Kansas City, Mo., Omaha, Neb.	\$25.00	
St. Louis, Mo.	292.50	291.50
St. Paul, Minn., pola, Mineola, Cheyenne, Wyo.	297.50	295.00
Minneapolis, Minn.	299.50	296.00
Cincinnati, Ohio	312.50	311.50
Portland, Ore., San Francisco, Calif.	304.25	304.00
Detroit, Mich.	304.95	312.70
Cleveland, Ohio	306.55	305.45
Toronto, Canada	309.95	307.45
Pittsburgh, Penn.	310.25	307.00
Niagara Falls, N.Y., Buffalo, N.Y.	311.00	308.50
Washington, D.C., Balt.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	312.50
New York	319.75	316.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets—First Class—Proposed return tickets to San Francisco will be issued at following rates:

4 months \$337.50

12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid their fare re-embark at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fares.

This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domingo, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until a.m. the day previous to sailing. Parcel Packages will be received at the office until p.m., same; all Parcel Packages should be addressed in full; value insured.

Quotations for the contract may be given before May 1st.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th Inst.

No Quotations will be admitted after the Goods have

THE CHINA MAIL.

A ROMANTIC SCENADE OF A YOUNG HINDU WOMAN FROM RAWALPINDI IS REPORTED.—She was disguised as a man, and when discovered to be a "woman" at Gujarkhan she said that she belonged to a village near Patiala. She was, however, taken back to Rawalpindi and found to be in possession of about Rs. 1,000 in cash and jewellery. She was accompanied by a man whom she declared to be her servant.

The Messengers Maritime Co. are putting some exceptionally fast boats on their Australian line. About a month ago attention was called to the master in the House of Commons in connection with a rapid passage by the *Polymeria*, and the Postmaster-General was asked whether he would make in future arrangements to send Australian mail by a French boat if there was reason to suppose she would make a quick passage than the one required by the steamer in the service. Naturally Sir James Ferguson's reply was to the effect that though a French boat started once in every calendar month might possibly make the passage in a less time than the regular English mail boat, yet, as the services of mail was not a monthly one, but weekly, there would be nothing gained but, on the contrary, much inconvenience caused by sudden and irregular transitions of service.

YESTERDAY afternoon, says the *Times* of Calcutta, the 24th ult., a salute of 21 guns was fired from the Flora staff battery, but, as there was a man-of-war entering the harbour, no gun was fired. The reason the salute was fired was, we believe, as follows:—On the two Russia man-of-war entering the harbour on Thursday there was a considerable interval of time between their arrival. The first vessel, "Vladivostok," was sent off from the shore battery, but the second vessel received no signal, so it was thought on shore that the two vessels had arrived together. This mistake was brought to the notice of the military authorities by the Russian Consul, Leut. de Frisch; with the consequence that yesterday afternoon the omitted salute was fired three days after it ought to have been done.

A MILITARY correspondent writes to the *Times* of India:—After all the Commissions, ending with Lord Wantage's and all letters and articles on Army Reform that have crowded the columns of dailies and periodicals, and after all Mr Stanhope's explanation, there is one remedy, which none of them advocate, open to the Government, to the army, and to the nation, and, seemingly, none of the three at present are prepared to consider that remedy seriously. They fear and fight shy of it. It is conscription. What is the conscription? Salaries for 50,000 to 75,000 men, recruits per annum amongst a population of 35,000,000, of which fully a million of male adults do not have the means to look for work and their daily bread? Conscription will give good recruits at a moderate expense, and furnish employment to thousands who cannot get work and will not enlist. It must come in time. The Militia and the Volunteers are yearly dwindling in numbers and decreasing in popularity. The regular service cannot recruit itself. We shall then have in India an army specially enlisted for service there.

CAPTAIN Little, Assoc. M. I. N. Y., read a paper on petroleum tank steamers before the Liverpool Engineering Society in their room at the Royal Institution. Commencing with a review of the petroleum trade led up to the question of the passage of tankers through the Suez Canal. The physical properties of petroleum and the mechanical qualities of the Colonies and the allied seas were in turn dealt with, and Captain Little showed that the region in question was, as regards temperature, about as warm as New York and Philadelphia in the summer time. The questions of temperature and evaporation of petroleum in tankers were then touched upon, Captain Little holding that, in a well-designed vessel, the oil should never have a temperature much above its flash point (close test). He proposes to check evaporation by enclosing the expansion tanks in water jackets. The technical questions relating to the heating, piping, insulation, &c., were discussed, Little applying very strongly upon the necessity for better work being put into these vessels than was usually done. He proposes to ensure oil tightness by fusing the edges of riveted work by means of the electric arc. Ventilation, pumping, and the lighting of tank steamers were also discussed. Captain Little stating that some of the worst electric light installations were to be seen on board tankers. There were really very few tankers of sufficient good design and construction for service in tropical waters. In conclusion, he stated that it was quite possible to carry off in bulk tropical climates with perfect safety, but this demands great design, the best construction, and, lastly, it was most essential that the captain should be thoroughly well up in technicalities.

HONGKONG ELECTRIC COMPANY. The third annual ordinary meeting of the Company was held this afternoon at 6 Ice House Lane. Mr. H. L. Duthry presided, and there were present—Hon. C. P. Chater, Messrs. T. E. Davies, J. J. Bell-Irving, J. Kramer (Directors), Manuk. R. Lyall, F. W. Cross, A. G. Wood, Captain Hamlin, Messrs. W. H. Wickham (manager), and C. F. Harton (acting secretary).

Mr Harton read the notice calling the meeting. The Chairman said:—The report has been in your hands some ten days, and with your permission I propose that it be taken as read. I do not know that I can usefully supplement the information conveyed by your manager's report attached to the accounts, which gives a concise statement of the progress made in the company's business during the past twelve months. I regret that the branch of incandescent lighting has not been more extended, but I think the cause is not far to seek, and we must continue to hope that when the Colony returns to its normal state of prosperity, the hopes entertained when this company was formed, will be realized and enable our directors to make some tangible return to the shareholders. The working of the company for the twelve months shows an advance in the right direction, and in another year's time we should have, I hope, a still better position. I must, however, point out, to you, on our numerous friends that on those for whose support and appreciation of the manifest advantages of the electric light the success of the company largely depends. Our plant is capable of supplying a very large addition to the amount of incandescent light at present in operation, so that the increased consumption would materially augment our revenue at a minimum extra

outlay. I do not think there is any other point on which I need touch, but before moving the adoption of the report and accounts I shall be glad to hear any remarks or reply to any questions that you may wish to put me.

Mr Cross.—I think the Company is to be congratulated upon the report and statement of accounts. The directors have been able to put before the shareholders, there are two items about which I would ask a little information. In your last report to 30th April, 1891, under the heading of liability you have 1,385 shares of \$6 paid up. You have in the report to 30th April, 1892, \$10 and \$75—the \$10 being \$2 paid up. On \$75 you have had an extra \$2 paid up. There is no item on the credit side of the account of interest or unpaid calls. Has the interest been charged and why?

The Chairman.—Interest has been paid upon the overplus call. It goes to the credit of the account.

Mr Cross.—It is stated that the gross earnings of the Company were \$88,017.04. Could you tell me what is the amount due from the rental of lighting alone and the amount due from the fixing of installations? I think the amounts should be separated.

The Chairman.—I do not think it is necessary to show that.

Mr Cross.—I am asking this, not as might be supposed, for private information, but for the general information of the shareholders of the Company. It would show the ability of the Company to pay you what you will find to be a minimum quantity, and it is only from the amount due by lighting alone that you can ascertain the stability of the Company.

You cannot go on your first year of the affidavit you got for installation and the stability of the Company upon that.

The Chairman.—I think that matter of account should be left to the Directors. They will consider what you have advanced, but I do not see the advantage of dividing up the gross earnings. I beg to propose the adoption of the report and accounts.

Mr Cross seconded.

The Chairman.—Messrs. Kershaw and Peasecker have resigned their seats on the Board of Directors, and the Directors have elected Mr Bell-Irving and Mr Kramer to fill the vacancies. This will require your signature.

On the motion of Mr Lyall, seconded by Captain Hamlin, the appointments were confirmed.

Messrs. C. P. Chater and Mr T. E. Davies were re-elected Directors on the motion of Mr Cross, seconded by Mr Manuk.

On the motion of the Chairwoman, seconded by Mr Davies, Mr G. Stewart was unanimously re-elected auditor, and Mr H. Hunter was elected auditor in room of Mr D. H. Mackintosh (resigned).

This was all the business.

FRAGRANT WATERS' MURMUR.

The last meeting of the Legislative Council closed the regular session of that body, for the summer months at least.

That many improvements upon the recent plenaria of legislation have been effected during the last month of the session.

That it is more than probable that the session has been brought home to the Governor that the strictly official view of legislation is not always the most correct attainable.

That the true bearing of laws affecting trade and commerce can be comprehended more accurately by the mercantile community than by those whose duty it is to enforce such laws has been demonstrated to the Head of the Executive during the last few weeks.

That the satisfactory aspect of this revolution is this, that the Governor has acted upon it and modified the laws.

That the Hon. B. R. Bellis celebrated his swearing-in as a member of the Legislative Assembly.

That the Hon. Member has not yet made himself sufficiently acquainted with the rules which, like a hedge, surround the action of a member of our Local Parliament.

That it is not admissible to raise a discussion—or, as Mr O'Brien puts it, debatable matter—upon a question put by a member.

That it might be admitted with fairness that in the foretelling and forecasting of typhoons the Observatory has failed in its functions; and that this is not a debatable matter at all.

That, all the same, Mr Bellis was wrong in his manner of introducing this question of public interest; and so soon as any member put it forward that the failure of the Observatory to fulfil its recognised purpose was a master for argument, the Colonial Secretary was technically correct in stopping any debate upon it at that stage.

That many residents will regret, notwithstanding this irregularity, that Mr Bellis did not propose a motion, and give vent to his ideas on the subject.

That it is a remarkable fact that the commercial community have little or no confidence in the Observatory as a present conductor, and this is a consideration which should weigh with the Government in the future.

That there must be some serious difficulty involved in this Piers and Wharves Bill which does not appear on the surface.

That the Amended Bill on this subject drawn by the local Queen's Counsel appears to have capitated the Attorney General and quite takes his breath away.

That the institution is made pretty plainly by the Attorney General that the Q.C.'s bill was just the kind of measure calculated to bring grief to the lawyers' mill, as he could not conceive an ordinance more calculated to open the flood-gates of litigation.

That the ordinance drafted by the Q. C. has not been made public, it is hard to say what are its objectionable features, and the Attorney General himself admits they are points in it good enough to be used in a new composite bill.

That the scheme for signalling vessels from the Gap Rock has been passed by the Finance Committee, but by the diplomatic action of the Colonial Secretary, all the responsibility for such expenditure has been shifted upon the standard coin, the sovereign, should the idea prove successful in the first instance.

That it would have been better perhaps had the unrepresented members objected to this mode of claiming responsibility on the part of the Colonial Secretary, especially in view of the fact that the signalling is a necessary public improvement.

That 95% of the \$386,000 voted for this signalling is for the completion of the cable, and surely the Government did not need to shirk that responsibility.

That \$2700 of the total sum voted is set down for question for clerks and signalmen, regarded as unnecessary by the general committee.

That the salaries of clerks and signalmen make up the balance of the vote.

That it is easy enough to point out the remedy.

BROWNIE.

NORTH-WESTERN CHIHHLI.

Painting Fu, the capital of the Metropoli-

tan, is about equidistant from both Tientsin and Peking, being some

over 100 miles, or three days' jour-

ney by cart. These are the three most

important cities of the northern part of the

Empire. The surrounding country is

equal for purposes of cultivation to any

in the province probably. The soil is gen-

erally good, it is sufficiently high to escape

inundation, except in seasons of extra-

ordinary rainfall, and then it almost im-

mediately disappears to the extent of

40 miles, the foot hills are in fact only

about a dozen miles away. Villages are

thinly scattered about, decreasing in

number as the foot hills are approached,

and the soil becomes less tenacious as

the husbandman's acre. The productions cor-

spond to those of other parts of the

provinces.

FADING POPPIES.

The *Times* has confirmed the Grand

Cross of the British on the Khedive.

FIGHTING IN WEST AFRICA.

London, May 21.—The damage done

by the British at St. Louis and adjacent

countries bordering on the Mississippi

amounts to eleven million dollars. Fifteen

hundred square miles of country have been

burned.

SINKING OF A BRAZILIAN MAN-OF-WAR.

London, May 23.—Advices from Rio state-

that the double-turreted Brazilian warship

the *Salvador* has been totally lost at the

entrance of the river Plate. One hundred

and twenty-five of the crew were drown-

ed, and five were saved.

THE RUMBLE GUN.

London, May 23.—The Times publishes

a despatch from Lagos stating that a severe

engagement has taken place between the

police court and

the *Grand*.

CROSSING RIFLES FOR INDIA.

The supply of magazine rifles to the

Indian Army is again being delayed. Of

the seventy thousand which were to have

been shipped at the end of March last, it

appears now that they will not arrive for

another year or more, while it is asserted

that the pattern intended for India is

really Mark I, with certain improvements

in construction and sight, and not Mark II,

which is intended for the Home Army.

POOR BANKS.

London, May 23.—In the Italian Parliament

Mr. Giolitti read the programme of

reform and

reconstruction.

THE RUMBLE GUN.

London, May 23.—During the debate on

the second reading of the Irish Local Gov-

ernment Bill, Mr. Stanhope, full

of motion, rejected, and in doing so

denounced it as an audacious

measure.

THE IRISH LOCAL GOVERNMENT BILL.

London, May 23.—During the debate on

the second reading of the Irish Local Gov-

ernment Bill, Mr. Stanhope, full

of motion, rejected, and in doing so

denounced it as an audacious

measure.

THE IRISH LOCAL GOVERNMENT BILL.

London, May 23.—During the debate on

the second reading of the Irish Local Gov-

ernment Bill, Mr. Stanhope, full

of motion, rejected, and in doing so

denounced it as an audacious

